

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 SSO-00 INRE-00 L-03 CAB-02

CIAE-00 COME-00 DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00

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FM AMEMBASSY LONDON

TO SECSTATE WASHDC IMMEDIATE 9865

LIMITED OFFICIAL USE LONDON 04064

E.O. 11652: N/A

TAGS: EAIR, UK

SUBJECT: CIVAIR - UK CAPACITY LIMITATIONS ON
U.S. AIRLINES

REF: LONDON 4035

1. QUOTED BELOW IS THE FULL TEXT OF THE LETTER SENT BY
THE DEPARTMENT OF TRADE TO PANAM AND TWA. THE LETTER IS
DATED MARCH 15 ALTHOUGH WE UNDERSTAND IT WAS NOT ISSUED
UNTIL THE FOLLOWING DAY.

BEGIN QUOTE: CAPACITY ARRANGEMENTS ON NORTH ATLANTIC -
1976

I WROTE ON 4 MARCH 1976 ABOUT NORTH ATLANTIC
CAPACITY LEVELS TO BE OPERATED BY YOUR AIRLINE FROM
1 APRIL 1976.

WE ARE NOW PLEASED TO HEAR THAT THE U.S. CIVIL
AERONAUTICS BOARD HAS RENEWED AUTHORITY FROM 9 MARCH
1976 FOR 180 DAYS SO THAT YOUR COMPANY AND TWA (PAN
AMERICAN) CAN BOTH RESUME DISCUSSIONS WITH BRITISH AIR-
WAYS WITH A VIEW TO REACHING AGREEMENT ON CAPACITY
LEVELS ON JOINTLY SERVED TRANS-ATLANTIC ROUTES TO
LONDON. THIS NEW DEVELOPMENT CREATES A DIFFERENT SITUA-
TION FROM THAT WHICH PREVAILED WHEN I WROTE TO YOU ON
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4 MARCH.

I UNDERSTAND THAT A MEETING BETWEEN THE THREE AIRLINES HAS BEEN ARRANGED FOR 24 MARCH. I HOPE IT WILL BE POSSIBLE, AT THAT MEETING, TO REACH INTERCARRIER AGREEMENTS ON CAPACITY LEVELS SIMILAR TO THOSE WHICH WE UNDERSTAND WERE VERY NEARLY AGREED BETWEEN THE AIRLINES TOWARDS THE END OF 1975, BEFORE THE CAB AUTHORIZATION EXPIRED.

IT IS OF COURSE ESSENTIAL THAT INTERAIRLINE AGREEMENTS SHOULD BE ARRIVED AT IN TIME TO ALLOW BOTH GOVERNMENTS TO GIVE THEIR APPROVAL BEFORE THE INTRODUCTION OF THE 1976 SUMMER SCHEDULES. IF SUCH AGREEMENTS ARE ARRIVED AT, AND APPROVED BY GOVERNMENTS, BY EARLY APRIL 1976, THIS WOULD PROVIDE A MOST SATISFACTORY RESOLUTION TO THE MATTER.

I'M SENDING THREE ADDITIONAL COPIES OF THIS LETTER WHICH YOU MAY WISH TO FORWARD TO YOUR HEAD OFFICE. I AM ALSO COPYING THE LETTER TO MR. T. COLWELL AT THE U.S. EMBASSY, LONDON. (SIGNED) I. D. S. BROWN
END QUOTE.

2. COMMENT: AS WE NOTED IN REFTEL, LETTER DOES NOT CONTAIN ALL THAT WE MIGHT HAVE WANTED BUT IT DOES, IN OUR VIEW, AFFORD US A WAY OUT OF OUR IMMEDIATE PROBLEM AND WE BELIEVE, THEREFORE, THAT IT SHOULD BE ACCEPTED. OF COURSE, IT MUST BE RECOGNIZED THAT IN THE EVENT THE AIRLINES FAIL TO REACH AN AGREEMENT, THE UKG MAY TRY AGAIN TO CONTROL CAPACITY ON NORTH ATLANTIC.

ARMSTRONG

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Draft Date: 16 MAR 1976
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Margaret P. Grafeld
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